



BICYCLE LANES

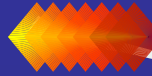


BICYCLE LANES

Purpose of report

- Provide basic information on bike lanes
- Highlight major issues related to bike lanes
- Establish sources for standards
- Indicate need for an implementation program
- Identify possible future corridors for bike lane implementation

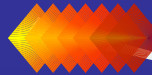




BICYCLE LANES

Bike Lane Subcommittee

- 8 member subcommittee
 - Elaine Hammer, Multi-Modal Task Force
 - Eric Miller, Multi-Modal Task Force
 - Jason Albers, Pedestrian and Bicycle Advisory Committee
 - Rick Dockhorn, Pedestrian and Bicycle Advisory Committee
 - Randy Hoskins, Public Works Department
 - Mike Brienzo, Public Works Department
 - Terry Genrich, Parks & Recreation Department
 - David Cary, Planning Department
- 3 meetings
 - March 2, March 16, March 30



BICYCLE LANES

What are bike lanes?

- A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

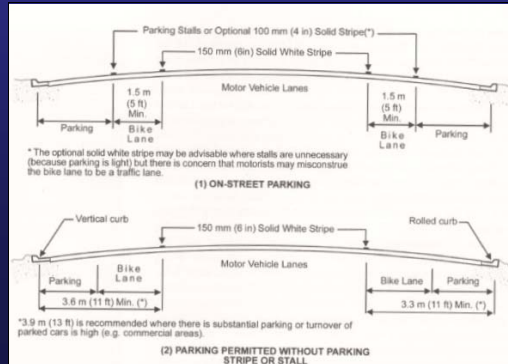
Why bike lanes?

- Can fill the gaps in the local bicycle system
- SIGMA survey, Task Force preferences, GPTN survey, and Consultant suggestions give support and interest
- Support and encourage bicycling as a means of transportation

BICYCLE LANES

Standards

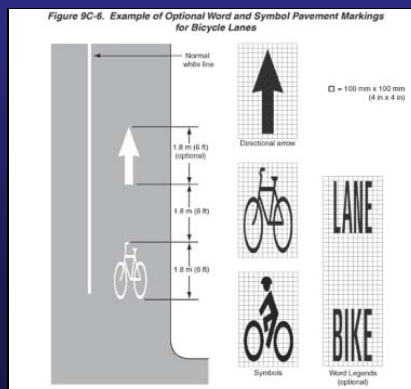
- AASHTO "Guide for the Development of Bicycle Facilities"



BICYCLE LANES

Standards

- Manual on Uniform Traffic Control Devices (MUTCD)



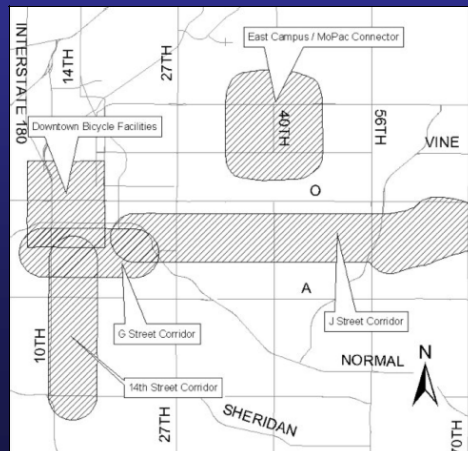
BICYCLE LANES

Implementation Program

- Primary Factors
 - Route continuity and connectivity
 - Redundancy in trail facilities
 - Curb-lane width
 - Traffic volume in the curb-lane
 - Traffic speed
- Secondary Factors
 - Driveways, truck traffic, parking, right-of-way, bicycle volumes, pavement condition, sight distance, bus routes, drainage grates, turning movements, street grade, length of proposed route, neighborhood support

BICYCLE LANES

Suggested corridors to be studied further



BICYCLE LANES

Next Steps

- Include concept in Multi-Modal report
- Include topic in Downtown Master Plan process
- Develop a formal implementation program
- Identify funding sources
- Begin studying suggested bike lane routes



QUESTIONS?



GPTN SURVEY RESULTS



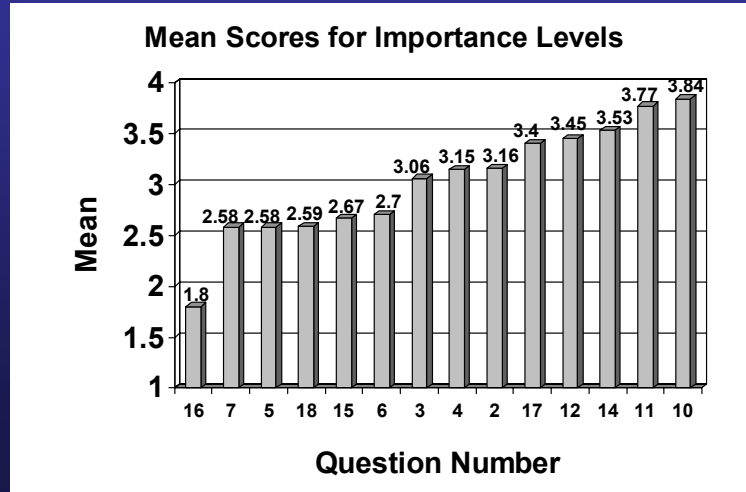
GPTN SURVEY RESULTS

Survey Format

- Sent to members of GPTN in newsletter
- 931 sent out, 233 completed and returned
- 25% response rate
- 21 questions
 - Questions asking level of importance of certain concepts
 - Questions asking level of satisfaction with bicycle system
 - Specific questions asking about use of system by respondents
- Question 13: 10.26 foot ideal bike trail width



GPTN SURVEY RESULTS

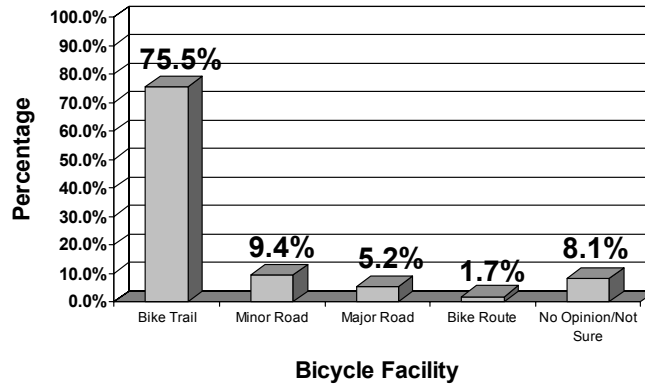


GPTN SURVEY RESULTS



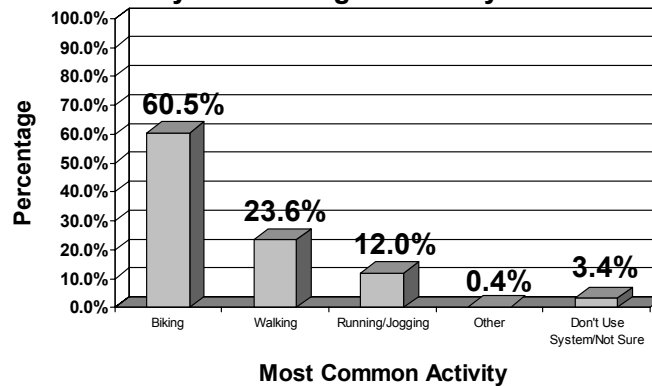
GPTN SURVEY RESULTS

Question 19: Which bicycle facility do you use most often?



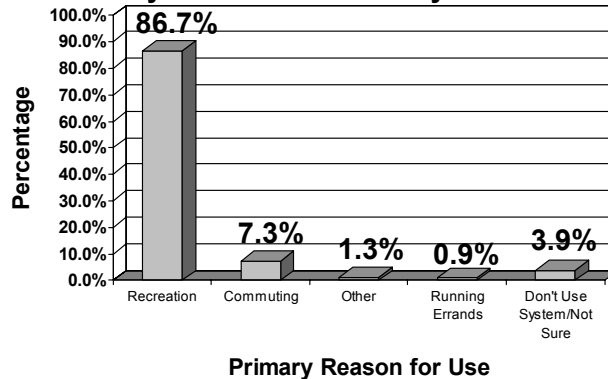
GPTN SURVEY RESULTS

Question 20: What is your most common activity while using the trail system?



GPTN SURVEY RESULTS

Question 21: What is the primary reason for your use of the trail system?



GPTN SURVEY RESULTS

Cross Tabulations

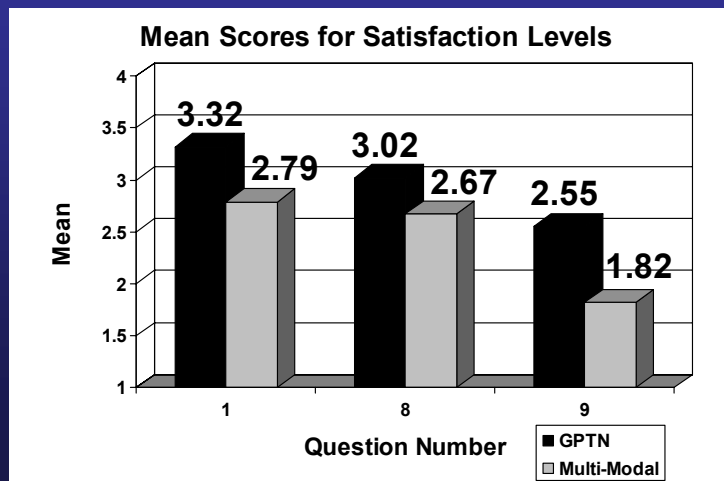
- Question 20 – Bikers v. Walkers and Joggers
 - Walkers and Joggers more adamant about importance of concepts
 - Walkers and Joggers also less satisfied
 - Walkers and Joggers want wider trails
- Question 21 – Recreational User v. Commuters
 - Commuters feel right-of-way for bike lanes and providing bike lockers are more important
 - Recreational users feel trails need to be wider than do commuters
 - Commuters less satisfied with bicycle system

GPTN SURVEY RESULTS

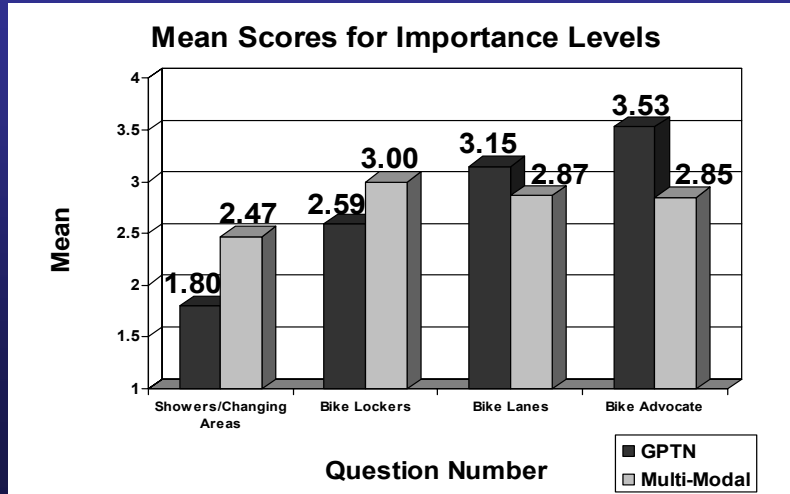
Multi-Modal Task Force Results

- Wider ideal trail width - 11.33 feet compared to 10.26 for GPTN respondents
- Much less satisfied with bicycle system and signing of trails and bike routes
- Less supportive of ideas for bike lanes and bike advocate
- More supportive of idea of biker showers and changing areas and bike lockers

GPTN SURVEY RESULTS



GPTN SURVEY RESULTS



QUESTIONS?



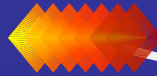
COORDINATION OF SPECIAL TRANSPORTATION SERVICES



COORDINATION OF SPECIAL TRANSPORTATION SERVICES

What are special transportation services?

- The use of public or private buses, vans, or taxis for transportation services for citizens that are in need of services most often due to a disability or medical condition that limits their mobility
- Idea of coordination of services studied and supported by many reports and efforts
- Coordination can provide significant cost savings

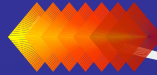


**MULTI-MODAL
TRANSPORTATION**
Lincoln, Nebraska

COORDINATION OF SPECIAL TRANSPORTATION SERVICES

History of special transportation services in Lincoln/Lancaster County

- Provided since 1972 by City of Lincoln before required by federal legislation
- Americans with Disabilities Act (ADA) of 1990
 - Requires fixed-route transit providers to offer comparable paratransit service to individuals with disabilities who are unable to use fixed-route service. Service acts as a safety net.
 - Requires vehicles in fixed-route service to be handicap accessible
 - StarTran in compliance by January 26, 1993



**MULTI-MODAL
TRANSPORTATION**
Lincoln, Nebraska

COORDINATION OF SPECIAL TRANSPORTATION SERVICES

StarTran Programs

- HandiVan Program
 - Monday through Friday, 5:15 a.m. to 10:00 p.m. and Saturdays from 5:15 a.m. to 7:10 p.m.
 - Goes beyond requirements of ADA with evening weekday service
 - \$2 fare with \$60 monthly pass available. Costs \$35 per trip.
 - Service required within $\frac{3}{4}$ mile of regular fixed bus routes service. StarTran goes beyond requirements of ADA with service coverage to entire incorporated area.
 - Users must be registered and found to be ADA eligible.



COORDINATION OF SPECIAL TRANSPORTATION SERVICES

StarTran Programs (continued)

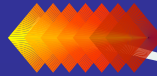
- Brokerage Program
 - Service provided through local taxi company
 - Allows for more service accommodation during peak loading hours of HandiVan program
 - Same fare structure as HandiVan Program
 - Available during same service hours as HandiVan program
 - Costs approximately \$12 per trip
- Accessible Regular Transit Service
 - All 56 StarTran fixed-route buses are accessible with wheelchair lifts, 20 with “low-floor” technology



COORDINATION OF SPECIAL TRANSPORTATION SERVICES

Other Special Transportation Services

- Approximately 40 other private and semi-private providers of special transportation
- Not required to provide service according to ADA requirements as StarTran does because not fixed-route service providers
- Fares approximately \$10 - \$15 per trip
- Mostly serve client base
- Adds to the basic safety-net provided by StarTran services
- No coordination of programs

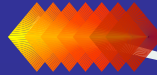


**MULTI-MODAL
TRANSPORTATION**
Lincoln, Nebraska

COORDINATION OF SPECIAL TRANSPORTATION SERVICES

Need for Coordination of Services

- Multiple past reports and efforts indicate need for coordination of special transportation services
 - 1990 Carter Goble Associates report
 - 2002 Community Services Implementation Plan
- Coordination will decrease duplication of programs and operating costs
 - Up to 25% cost savings with full coordination of services
- Suggest implementation of a coordination program over a multi-year period

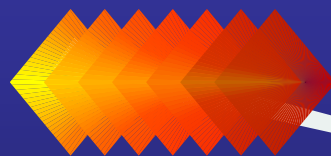


**MULTI-MODAL
TRANSPORTATION**
Lincoln, Nebraska

COORDINATION OF SPECIAL TRANSPORTATION SERVICES

Current Coordination Program Effort

- Lead agency is League of Human Dignity
 - Mike Schafer is lead contact person
- Suggesting an initial pilot program with 4-6 current special transportation providers
 - 3-year program with total cost of \$275,000
 - Includes hiring of a temporary full-time transportation coordinator position
 - Evaluation of cost savings each year
 - Planned expansion of program with record of savings as selling point
- Multiple applications for grant funding requests



**MULTI-MODAL
TRANSPORTATION**
Lincoln, Nebraska



QUESTIONS?